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LETTERS

As a taxpayer and social worker who has worked in both public and private agencies, I think I share with you a concern about how Federal tax dollars are spent. Early in 1975, I became aware of an apparent waste of billions of tax dollars by the National Rail Passenger Corporation (AMTRAK). I have done a considerable bit of research into AMTRAK, and I want to share the results with you.

AMTRAK was created by Congress in 1971 as an attempt to rescue rail passenger service from its long decline. It was created largely in response to pressure from a group of some 6,000 "railfans" known as the National Association of Railroad Passengers. Supporters hoped that improved rail service would save energy and alleviate highway congestion.

According to the legislation which created AMTRAK, its goals were: to provide modern, safer intercity rail passenger service; to develop and maintain an integrated, national rail passenger system; to help end highway and railroad congestion; and to operate on a "for profit basis."

The record shows that, despite the fact that AMTRAK had its choice of the "cream" of rail passenger routes and equipment, it has been a dismal failure. Interstate Commerce Commission hearings throughout the country revealed repeated failures to provide heat, air conditioning, and common courtesy. AMTRAK's President responded by demanding that the hearings be ended since they were causing bad publicity. AMTRAK tried to solve the problem of late trains by changing its definition of lateness.

It is impossible to calculate the total cost of AMTRAK to the taxpayer. When the Corporation began business in 1971, its supporters convinced Congress to allot $40 million in our tax funds and $100 million in loans guaranteed by our taxes. Interestingly, the National Association of Railroad Passengers invested not one cent. AMTRAK soon ran off track financially. By the end of 1974, AMTRAK had received $489,375,000 in direct subsidies. AMTRAK is unable to generate the revenue to pay the $900,000,000 in loans guaranteed by Federal taxpayers. We are subsidizing AMTRAK passengers at the rate of about $1 for every $1 in fare they pay. AMTRAK competes most directly with private bus companies. This unfair competition decreases their profits and the amount of taxes they pay. If the prices we pay for automobiles had increased at the rate that we subsidize AMTRAK riders, a compact car would now sell for about $30,000.

AMTRAK recently issued a five year plan. They say they cannot even raise fares enough to keep up with inflation. They are asking us for an additional 2.4 billion tax dollars to carry them through 1980.

Perhaps one key to why AMTRAK is losing so much is their "business like thinking" which has lead them to buy additional equipment since they are currently operating at 45% of capacity. They must enjoy using our tax money to indulge their fantasies.

AMTRAK has failed to save fuel or help the environment as its supporters hoped it would. AMTRAK trains use more fuel per passenger mile than non-subsidized busses. In addition, it has spent millions of dollars of its subsidies encouraging unnecessary vacation travel, and still more millions of dollars on uncompetitive "promotional" fares, which have taken passengers away from more efficient taxpaying carriers.

I am sure that none of us have anything against good inter-city passenger train service. Its users should be, and are willing to pay for it. It does not need 100% paxpayer subsidies. Such service is provided by Auto Train, a private non-subsidized carrier. Its Louisville-Florida route operated at 92% of capacity. Unfortunately, the legislation which created AMTRAK outlaws most of its potential competition.

Rail Travel News (formerly Rail Travel Newsletter), Vol. 5, No. 21 (Whole No. 119). First Issue of November, 1975. Copyright © 1975 by Message Media. Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $8.00 per year; single copy 35¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Malibu; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston. Mailing date this issue: Nov 17, 1975.

ON THE COVER:

(Front cover:) It is the inaugural press run of the LAKE SHORE LIMITED, Oct 28, and as the new train pauses at Elkhart, Indiana, rail historian Arthur Dubin stands on the open platform of privately-owned car DC-1000 and partakes of a moment of history in the making. Photo by Jack Ferry.

(Rear cover:) It is Oct 31, and this is the scene at Boston's South Station as the LAKE SHORE LIMITED on its first revenue run prepares to pull out of the station. Complete coverage of the LAKE SHORE LIMITED startup appears in this issue. Photo by Fred Matthews.

AMTRAK was perhaps a noble experiment. Our country seems to have difficulty stopping the flow of tax monies to programs which fail. This leads to inflation, high taxes, and a lack of funds for needed programs. I feel a need to involve interested citizens in a campaign to bring rationality to this issue. If you are interested, please return the bottom of this sheet to me by November 25th. If there is enough response, I will schedule an organizational meeting.

Robert J. Douglas

Brooklyn, New York

(Ed. note: We're afraid, Mr. Douglas, that you were given some wrong answers to your research questions, which led you to some very erroneous conclusions. Amtrak is not a failure, and indeed is one of the most worthy enterprises the government has helped fund recently. We suggest that you could concentrate your efforts on some other ill-advised government programs that are fiscally out of control, such as the defense budget, which has reached outrageous heights, all out of proportion to our nation's defense needs.)

Some things, it seems, never change. Re: letter on p.4 of your 2nd October issue from Mr. Wasiutynski of New York on his Turboliner experience, enclosed is a photocopy of a photocopy of a reply I received to an inquiry on such matters ("We're closed now; I have paperwork to do." "You can't sit at that table; it's reserved for people who want food.") on the old Milwaukee-Chicago corridor trains of 1972-1973 when the equipment ran thru to St. Louis (or was such consist deadheading to and from Chicago as a revenue run) with real genuine dining cars (usually ex-UP, or ex-GN, NP).

The names have changed; Amtrak now has its own stationery; we no longer have dining cars to Milwaukee in the corridor; but as long as Amtrak cannot or will not properly supervise its on-train employees--despite its repeated promises that it is doing so--I carry the folded-up photocopy of this letter in my wallet, ready for instant contradiction to the first dining-car or snack-car employee who tries to play things his own way, not Amtrak's way. I'm more fortunate than Mr. Wasiutynski; so far I haven't had to use it. But I still carry it...

J. David Ingles, Associate Editor
Trains Magazine

Milwaukee, Wisconsin

(Ed. note: The letter referred to is dated August 1972 from an Amtrak Director, and states "All waiters-in-charge and dining car stewards have been instructed that the dining cars are open for service from point of origin to point of destination at all times. ...at no time should our people in charge of diners refuse to seat people at any table in the diner, regardless of what the desire, either food or beverage.")

It somewhat dismays me to read so many accounts of the failure of Amtrak to provide perfect rail travel, and I feel called upon to pose the following questions.

By what rule or comparison is present railway travel to be supposed to be perfect in every way? Are all other ways of travel so perfect and free of trouble, delays, inconvenience, etc., or the attitude of personnel and the condition of equipment

(continued on page 5)

Rail Canada

THE ROYAL HUDSON steam train ran from Vancouver to Seattle, WA on Nov 1 as a salute to the FREEDOM TRAIN which was on display there that day. Large crowds met the B.C. Railways excursion train as it pulled into Seattle at 2pm. Newly-appointed B.C. Transport Minister Carl Liden traveled to Seattle aboard the 15-car train, substituting for Premier Dave Barrett, who had originally planned to make the trip. Following its arrival at the Amtrak station, the 2860 steam engine, equipped with a second, auxiliary tender, backed up to the ex-SP 4449 for photos and ceremony. Consist of the B.C. special was as follows: lightweight ex-CP baggage car "Prince George"; 12 ex-CP lightweight coaches: "Brandywine Falls," "MacKenzie," "Lone Butte," "Alexandria," "Clinton," "Squamish," "Lillooet," "Quesnel," "D'Arcy," "Pemberton," "Sundance," and "Shannon"; heavyweight B.C.Rwy office car A7 "Caribou"; and heavyweight open observation car "Peace River," belonging to the B.C. Rwy Museum. All cars but the last were in CP wine red. Seattle's heavy rains let up for the train's arrival, and many photographers lined the route into the downtown area. The train returned to Vancouver at 6:45pm from Seattle, following the PACIFIC INTERNATIONAL's 6:15 departure. Burlington Northern had at first said "no" to requests by Premier Barrett that the province's steam engine operate to Seattle. BN's official excuse, before a change of mind at St. Paul headquarters, was that "BN is no longer in the passenger business, and the tracks cannot take a steam engine." The proposed route was, of course, the same as that of Amtrak's daily PACIFIC INTERNATIONAL.

BRITISH COLUMBIA RAILWAY top officials have indicated recently that the line's northward extension to the Yukon-B.C. border faces no great obstacles; and that within the next several years will become part of a direct, thru rail line between the U.S. and Alaska. Problems encountered in the final years of Social Credit rule in B.C. are being ironed out, the sources indicated.

THE FALL TIMETABLES for Canadian railroads have appeared. CN has revised its red-white-blue fare system, making distinctions between "corridor" and "non-corridor" routes. In "corridor" pricing, the lower fare is good only for travel starting in off-peak hours. In summer and winter peak periods, the lower fare is "white," in off-season "red." For other CN service outside the Windsor-Quebec City alignment, the old system is basically retained: the lower fare holds except Fridays and Sundays. In the off-season, red fare except those two weekend days; in the summer and winter peak periods, white fares except for blue days Friday, Saturday and Sunday, also some holidays. CP Rail's fall timetable makes no reference to fluctuating fare levels.

CN WILL OPERATE an additional passenger train Edmonton-Jasper during the Christmas season which will extend to Prince Rupert, B.C. on the regular tri-weekly basis. Passengers are expected to change to and from the SUPER CONTINENTAL runs in Edmonton, a better place to be stranded in case of long delays than the still small community of Jasper. Westbound the special leaves Edmonton 9am, arrives Jasper 3:05pm. Eastbound, it leaves Jasper 2:25pm, and arrives Edmonton 8:30pm. With the SUPER CONTINENTAL remaining on a slow 4-nights-out schedule (the 1925 running time), the times of connecting trains 9&10 Jasper-Prince Rupert have also been altered. Westbound train 9 has become a day run Jasper-Prince George, and overnight to New Hazelton (6:28am) where the good scenery begins. Eastbound train 10, formerly into Prince George about 10pm, now passes thru the bustling community 4:50-5:30am.

REFLECTING THE LOSS of one of its three TurboTrains to an engine fire this fall, CN has eliminated Turbo listings for its Ottawa-Montreal service. The affected runs are being made with conventional equipment once more. On the Montreal-Toronto service, Rapido backup trains continue to operate Fridays and Sundays, departing each terminal 6:31pm, arriving 11:30pm, carrying Nos. 64 & 65, the regular pm Rapido prior to introduction of Turbo runs. The 7:45am Turbo departures are Mon-Fri only, while the 4:45 pm departures remain daily.

LAST CANADIAN NATIONAL Toronto-Guelph commuter train runs (#160-161) were scheduled for Nov 14. The 49-mile line will still see service for 29 miles of its length from Toronto-Georgetown, by GO Trains.

EFFECTIVE NOV 17, Esquimalt & Nanaimo Railway, CP Rail subsidiary on Vancouver Island, will reschedule its daily-except-Sunday RDC run, basically reverting to the old schedule criticized by Island residents as designed to discourage business. The car will leave Victoria 8:15am, ar Parksville 11:20am. Return will lv Parksville 2pm and ar Victoria 5pm. The run will miss the Victoria-Port Angeles ferry in both directions.

CP RAIL TIMETABLE for fall continues to list the TH&B RDC run from Toronto-Buffalo, and altho listing "connecting service to and from New York," does not mention either Amtrak or the times of the connecting Amtrak trains.

THE CP RAIL "Princess of Acadia" ferry on the Saint John, N.B.-Digby, N.S. run will operate two daily round trips, and one on Sundays during the winter. In an apparent fuel-saving effort, crossing time has been lengthened from 2½ to 3 hours on the 45-mile route. The fall schedule also lists mixed trains M-21 and M-22, Dominion Atlantic runs between Windsor and Truro, N.S.

THE FINAL SCORE on CN vs. CP Rail in timetable production for fall, 1975, according to at least one observer: CN, 28 colourful pages; CP Rail, 12 dull pages.

CN'S QUEBEC CITY-Chicoutimi passenger service is down to one round trip per week for the winter season, from 3 round trips in summer. The surviving departure leaves Quebec City 11:30am Saturdays, ar Chicoutimi 7pm. Return leaves Chicoutimi 9am Mondays, ar Quebec City 4:30pm. CN has added about ½-hour to the running times of the Quebec City-Clermont RDC run. Times remain unchanged at Quebec City, but are later outbound in the evening, and earlier inbound in the morning from Clermont. Westbound train 75 on CN's mining-district run from Hervey, P.Q. to Cochrane, Ont. has been speeded by an hour. The eastbound run remains unchanged.

THE "PRINCESS MARGUERITE" had a very successful 1975 season under B.C. Steamship Co. ownership. Average daily patronage Seattle-Victoria for the 121-day season was 1100. This was a 7% increase over the 1974 season under CP Rail, which was a full month longer! Harry Tyson, general manager of the service, said a 10-15% increase is expected in 1976, due to added travel expected for the Bicentennial. Officials are aiming for a 1700 daily one-way average within the next few years. The ship carried 9000 autos Seattle-Victoria and 10,900 on the Port Angeles run. Over 1900 passengers were carried on several trips, including one count of 1984, just 16 short of the 200-psgr limit. The 1976 season is to begin in mid-May. It will be available for charter then, and again at the end of the season in late September. Info from: 1002 Harbour Towers, 345 Quebec St., Victoria, B.C., Canada; att'n: Mr. Tyson.

CANADIAN NEWS BRIEFS: Canadian train ridership rose 21.8% in 1973, to 24.1 million riders, with psgr-miles up 17.5%, to 1.9 billion... Montreal transit fares rose to 50¢ from 35¢ Oct 12, the result of wage settlements, making them the highest in Canada... The New York Times reports that Toronto will begin charging fees for transit consulting; the system's expertise is much in demand... CP Rail's net income in the third quarter of 1975 rose $6.4 million. Algoma Central had a slight increase...

LETTERS (continued from page 3)

always of top quality? It took me two weeks to recover from an overnight Greyhound bus trip, from sitting in the narrow, cramped seats all the long night thru. I hear of people waiting in airports for hours because of a long overdue plane to arrive or depart on its advertised time. Driving your own car is getting to be a nerve-wracking and more expensive and more dangerous undertaking all the time. From the neglected, run-down condition the railways allowed their passenger train service to become, I think Amtrak is doing a heroic job to correct the mess, and it can't undo in a short time what has been done to good passenger train service and equipment for years by the railroads, by their neglect, thru their wish to be rid of it.

Raymond F. Nichols

Los Osos, California

AMTRAK AND AUTO-TRAIN TEAM UP

Amtrak and the Auto-Train Corporation on Nov 11 announced the signing of a letter of intent to expand auto-ferry service in the U.S. by combining resources of the two corporations. Amtrak, after its unsuccessful experiment with auto carriers on the FLORIDIAN route, and with its equipment shortages and other commitments, had apparently given up on entering the auto-ferry market, until the plan emerged to team up with the already successful Auto-Train, a privately run corporation. The letter of intent means that theoretically any Amtrak route could be a candidate for auto-carrying services. What has not been worked out yet is whether Auto-Train would run separate trains on Amtrak routes, or attach its cars to existing Amtrak trains. In any case, Auto-Train would continue to have "complete jurisdiction over its sales, marketing, en-route service and personnel." The two corporations will jointly study possible services, but it is known that Chicago-Denver has the highest priority at this time. The present Auto-Train Lorton-Sanford service is pointedly excluded from the letter of intent.

AMTRAK SLEEPING CAR BURNS UP - LEXAN WINDOWS HAMPER FIREMEN

An electrical fire in a sleeper on the northbound CHAMPION-METEOR in Baltimore on Oct 29 forced fire fighters to bring electric saws to saw thru Lexan windows to reach the blaze. Some windows melted from the heat. The fire started at about 8:22 am, and was out after an hour of labor by 30 firemen. Burning mattresses filled the car with smoke. Passengers were evacuated--there were no injuries reported--and the car cut out of the train. Firemen told the press that the excessive smoke was due in large part to their inability to remove the break-proof Lexan windows. The car identification number was not known.

BROADWAY LIMITED BEING "UPGRADED"

With the Oct 26 schedule change, Amtrak has brought about an upgrading of services on the BROADWAY LIMITED. Amtrak President Paul Reistrup last summer criticized the train after riding it, noting a lack of good features. Possibly in an effort to avoid losing the train's numerous passengers to the new, smoother-riding LAKE SHORE LIMITED, on-board services were ordered upgraded late in October. (The train was rated 20th among 24 long distance trains in RTN's reader survey last spring.)

The upgrading involves introduction of new menus, new white "Ike" jacket uniforms, free hors d'oeuvres and wakeup coffee and orange juice delivered to first class rooms, free newspapers for coach and first class passengers. Separate lounge cars for the two classes of passengers were to be introduced, and a full dining car put on the Washington section of the train. A slumbercoach was also added to the Washington section.

Crew members are instructed that free coffee and orange juice is offered in both lounges between 6:30 and 9:30am, and first class passengers receive a card to order the beverages brought to their rooms. Cold canapes, boarded in Chicago and New York, are passed around to patrons in the first class lounge at 4:30pm. Ten newspapers are put aboard at Lima westbound and Pittsburgh eastbound, for use of passengers in both lounges. Porters have been reminded to shine passengers' shoes.

SEPTEMBER PERFORMANCE DATA RELEASED BY AMTRAK

Amtrak on Nov 6 published its monthly on-time performance and ridership figures for September. Overall, on-time performance was 78.4%, up from 73.9% in August. Amtrak said that trains on the Seaboard Coast Line, 95.7%, and Burlington Northern, 95.6%, had the best records. The UP and Milwaukee Road both had 93.3, followed by Grand Trunk Western with 90%. September ridership declined slightly from September of 1974, an average drop of 1%. Routes showing major gains over 1974 were Chicago-Detroit once more, up 72% from last year, with its all-Turboliner service. The route of the ADIRONDACK was up 52%, and the JAMES WHITCOMB RILEY up 25%.

Lake Shore Ltd.

CLEVELAND FINALLY GETS ITS TRAIN

AND AMTRAK RIDERS GET A DIRECT BOSTON-CHICAGO ROUTE

By Peter Roehm

Chicago Union Station at 6am is quiet. The only signs of life this October 28 were not regulars, as such, but patrons for a very special train which was carded for a 7am slot. The inaugural press run of the LAKE SHORE LIMITED was soon to get underway. Track 26 held this 9-car, 2-engine "Limited" and the consist lined up as follows: SDP-40's 594 and 592, crew car 1403 (ex-U.S. Army 89511), coaches 5651 (ex-PC 2911) and 5649 (ex-PC 2909), diner-lounge 8339 (ex-PC 4566), piano bar-Le Pub 3402 (ex-U.S. Army 89537), coaches 5645 (ex-PC 2905) and 5647 (ex-PC 2907), sleeper 2836 "Missouri Valley" (ex-PC 4276), and the former Anheuser-Busch "Adolphus" now DC-1000 and owned by a private party (see cover photo).

The passenger list was made up of Amtrak folks, rail press people, and some names familiar to all rail-oriented persons, such as "E. M. Frimbo" and Arthur Dubin. There was Jack Ferry, fellow ICG man and Midwestern Correspondent for RTN; RTN contributor Hank Posner III of Princeton; Official Guide publisher Paul Moore; writer Ed Wojtas, now at Amtrak; Pete Fahrenwald of The Fast Mail; Mark Entrop of The Fast Mail's parent, the Twentieth Century Railroad Club; Roy Arpan of Chicago's Rail City Special radio program; Northeast Transportation Coalition's Jim Ullman; NHARP's Sam Stokes; OARP's Tom Pulsifer (who boarded at Elyria); NARP's Assistant Director Ross Capon; Passenger Train Journal's new manager Mark Campbell; Jim Hunt of the Worcester (Mass.) Chamber of Commerce and principal in the effort to reinstate the Inland Route; Steve Goldman of Westchester Tours and five associated bus lines which does a big Amtrak ticketing business; along with the full array of Amtrak executive and planning people. As well, press from the various on-line communities were on board at different stages of the trip with a few riding the entire way.

Departure for the LAKE SHORE came at 7:05, not bad for an inaugural run, and it headed out of Union Station for the first stop at South Bend. The old New York Central main is undergoing an upgrading at most points along the way and we noticed the ride immediately, with many commenting that it surpassed by far that of the sister BROADWAY LIMITED to the south. We passed Englewood, once the starting line for the famed races between the old BROADWAY LIMITED and the TWENTIETH CENTURY, and now a ruined outpost looking as if it had barely survived the last war. For those who were there once and remember, it is indeed a sad reminder of a different time.

South Bend was timed for 10:05, and we were there on the minute. As we rolled in, a fife and drum corps greeted us at the South Shore station, along with city dignitaries and numerous other townsfolk who had turned out to see the "repair" to what Mayor Miller proclaimed had been "the loss of the train being another part of the decay of a community." Amtrak has chosen to jointly occupy the CSS&SB's station, and has added platforms on the NYC main and the station itself is spruced up and looking good. Now if the South Shore can get its interior-lighted outside, and rock-pocked, sign replaced with one advertising both services, the people of South Bend will have the start of something pretty good.

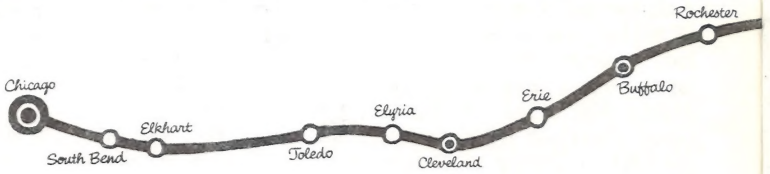
On to Elkhart--and time for a hot breakfast in the diner. That famous Amtrak French Toast was on my list, and it was as good as always, as was the service. The special inaugural menus listed three breakfast choices, and if they didn't suit one, the piano-bar car had a lavish buffet of Danish pastry, orange juice,

coffee, etc., ready for the small-breakfast eater or the between-meal nibbler. The bar had your favorite mixed drinks, at cost, plus ample sixes of Coors beer; plus soft drinks. Elkhart arrived on time at 10:45, and in this once-railroad city Paul Reistrup was presented with the "key" followed by the admonition that "It'll open all doors to you as long as you give us real good service."

Toledo next, the first station in a state that has been working hard for a revitalized passenger rail system. The condition of the NYC tracks allowed for some 80 mph running as we gathered in one of the coaches for a press conference with Paul Reistrup (see p. 17 for conference summary). We arrived in Toledo, following the news briefing, amidst a huge crowd of cheering well-wishers, two bands, and the comment by the mayor that the arrival of the LAKE SHORE has "restored to Toledo a piece missing for many years." The station is the former NYC depot, and not all that old, but it hardly compared to the Elkhart station which was carpeted with drapes and carried the feeling of living room hospitality and warmth. Nonetheless, those of Toledo seemed to show that they were glad the train was back and would make use of it.

Next came Elyria, following a smooth ride along upgraded iron, and our arrival was greeted by four bands and another huge crowd at the new station recently erected for the reinstated service. Tom Pulsifer of the OARP boarded at this point and mentioned that the new abandonment date for the Erie train between Cleveland and Youngstown is November 25, but the fight is still there to keep it going and preserve the viability of the corridor.

Then Cleveland. The largest city in the nation not connected to the outside world by passenger rail (E-L commuter did not connect at either end with the rest of the



passenger system and one of the main reasons for the restoration of the service. Cleveland had a band but not too many people. But Senator Taft was there and so was Mayor Perk. Cleveland Union Terminal was not being used as the cost was too great and the new station adjacent to the Cleveland Indians' Lakefront Stadium (not far from the old PRR depot) was not yet built, and thus a hastily erected mobile home was in place. Even Greyhound had two new Challenger MC-8 coaches on hand altho they were believed to be charters, but the destination signs read "America" rather than the usual "Charter." Following the Cleveland festivities, Paul Reistrup and some other Amtrak officials left the train to fly to Washington for Wednesday's Board meeting.

On thru the darkness to Erie over what was remarked by most of us to be the roughest section of the new route. Erie is the only Pennsylvania stop on the run, and we arrived to the cheering and music of a good-sized crowd and to one of GE's P-30CH diesels (#717). Only three of us looked over the innards of the locomotive while otherwise observing the enthusiasm of the folks down to see the train come in. A paperboy tossed a couple of copies of the daily Erie Times to us as we were departing, and we took note of a good write-up on the upper right-hand section of page one of the second section, with a good editorial behind it on the next page. Comments from the editorial include: "The times for the Erie departures are both atrocious... but the really important thing is that the train service is back--and it must be carefully nurtured." The editorial went on to tell how the train is closing the gap on passengers hauled between New York and Washington and how the new fares were less than the plane. It closed with the comment: "So bring on the passenger train service. Erie--and the nation--need it."

Next to Buffalo and the overnight stop. All passengers would be staying at whatever hotel or motel they previously made arrangements for, with the following morning departure scheduled for 7am. There were only a few railfans at the New York Central's midtown station, and this fact was noted by the Buffalo Courier-Express the next morning in a column article titled "No Fanfare Here For Amtrak Run."

The first day had been a very receptive one along the line, and if the enthusiasm that was there when the train arrived in each of the in-between towns holds up and is translated into action and ridership, then this train just may make it. From Cleveland on the riders had enjoyed hot dinners in the diner and/or buffet servings of hundreds of sandwiches, chips, cake, and all of the liquid refresher than one could hold, and most everyone held it quite well.

The next morning we were back at the Buffalo terminal after 6:00. It is a shame that this well-preserved interior does not hear the voices and footsteps of more people. A newly-painted trainboard lists all of the trains serving Buffalo, including the LAKE SHORE LIMITED and the TH&B connecting service. The cabbie that shuttled us to the station remarked how the night before was like old times when cabs would be in constant motion as passengers arrived and departed thru the concourse of this then-electric edifice. There was then no need to call your dispatcher for the next fare; you simply kept returning to the station, as there would always be a line of new fares waiting. Tuesday night was a brief reminder of what once was.

Departure was just a shade late, and it was Rochester next. The station had the appearance of just having somehow barely survived the last bombing of Berlin, altho there was much assurance that a new one was going up just down the track to the east. The crowd was not large here nor would it be at Syracuse or Utica--possibly because there already are trains that stop there and the drawing power of this one was just not that great. There were bands and dignitaries and there was enthusiasm among those present; Syracuse's mayor remarked that the new service was the "end of one of the greatest mistakes that we have ever made." Syracuse has a new station, while Utica has a fine old edifice with marble column interiors, and a "Save the Station" contingent was on hand to encourage its useful preservation. The roof leaks, but to replace this station with some aluminum shed would be a crime in the first degree. It is too dignified to be reduced to a pile of dust and rubble.

Arrival in Albany found the ADIRONDACK departing on time for Montreal with a PA-4 on the head end and trailed in the rear by an ex-Wabash dome that brought cries of indignation from an Amtrak official standing on the rear platform of car DC-1000. Seems the D&H had painted the previously red and blue Amtrak window board (save for that section at the end of the car with the Amtrak name) yellow and blue to coordinate with the rest of the train's color scheme. The Amtrak official insisted that come the next week there would be no more yellow and blue dome cars. 'Tis a pity that Amtrak people should be so upset by this trivial matter when there are far more pressing needs demanding the time and energy of Amtrak management folks.

Albany celebrated, and then we were off down river to Stuyvesant where the train would back up the seven miles to Post Road (on the Selkirk freight line), thence on east to the B&A main and Boston. The backup move was made with the greatest of ease, much to the surprise of many on board, and one hopes this will

(text of article continues on page 12)

LAKE SHORE PHOTO GALLERY

(Far lower right) The inaugural train on Oct 28 makes its stop at Toledo, Ohio.

(Upper right corner) One of the 3 inaugural special menus, the dinner menu. Complimentary meals were served guests aboard.

(Near upper right) A crowd greets the press train at Elkhart, Indiana.

(Near lower right) Some of the crowd at Elyria, Ohio on Oct 28.

(Below) From Amtrak's East-Midwest Schedule form of Oct 26. Photos by Jack Ferry.

Good Evening

In the railroad tradition, please write your dinner order on the meal check.

Appetizers

Relish Plate
Fruit Cup Supreme
Chilled Tomato Juice
Onion Soup, Market Style

Your Choice

Roast Top Sirloin of Beef, Au Jus
Pan Fried Mountain Trout Almandine
Charcoal Broiled Pork Chops with Apple Sauce
Parslied Potatoes
Rice Pilaf
Early June Peas
Corn O'Brian
Green Garden Salad
Choice of Dressing

Desserts

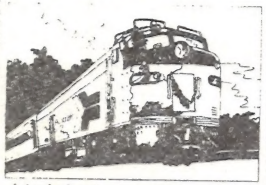
Strawberry Shortcake, Whipped Cream
Pineapple Sundae

Beverages

Coffee Tea Milk Sanka

A selection of alcoholic beverages is available at standard Amtrak prices.

WE'VE PUT CLEVELAND, SOUTH BEND, ELKHART, TOLEDO, ELYRIA, ERIE, WORCESTER, FRAMINGHAM AND PITTSFIELD BACK ON OUR MAP.



Introducing the "Lake Shore Limited" between Chicago, Boston and New York.

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be the case most of the time in regular service. Lettie Carson, erstwhile fighter for passenger trains from the Harlem Valley area at Millerton, was on hand to see the train leave Post Road for the final lap across Massachusetts. En route to Pittsfield we passed the junction where the "missing link" would join the main and noted that the ballast and signals are intact, only the ties and rail are needed, and at this time there remains no decision on when this would ever occur.

Pittsfield coming up--and there was a crowd in the dusk light as we pulled in on time, having run slow as we were ahead of schedule and did not want to beat the band to the station. Pittsfield was served in recent years by both a Boston-Albany train as well as a train down the valley to Danbury and on to New York. Both ended on Amtrak Day, and now the line to the south is operated only in part, altho the rails remain intact throughout. This writer could not help but ponder the possibility of weekend excursion runs to the Berkshires from Boston. The schedule is not that bad that it couldn't fit into most potential passengers' plans. Amtrak, take note: people travel to the Berkshires year 'round for leaves, skiing, and summer music and theatrical festivals.

Pittsfield was enthusiastic, and Springfield had a decent turnout as well. Worcester had two klieg lights criss-crossing in the sky to draw attention to their new train. Worcester just recently (Oct 21) decided to no longer pay for the daily commuter run on the PC, and thus this service was terminated at Framingham, leaving Worcester off the rail system until the LAKE SHORE arrived. Too, Worcester is pushing strong for a reinstatement of the Inland Route, and there is both state and public support for this corridor as a revitalized and viable travel rum. Both the governor and the transportation secretary of the Commonwealth have endorsed an Inland Route of several daily trains and Connecticut is expected to push from their end. Thus Worcester lost the commuter, gained the LAKE SHORE and sees the way ahead as positive for more and better service.

Boston was reached on time with the festive champagne celebrants ready for a good night's sleep. The train was well received by all and hopefully this will be an indication of a bright future for the service. Out this way we all hope so.

Friday the 31st, and Halloween, was a beautiful, clear day in Boston, and a fair-sized crowd gathered at South Station for the westbound first revenue run. A huge banner over the door announced the occasion. When I first checked the chalked departure board, the LSL was not listed, but this oversight was later corrected. In the bakery window was a large short cake honoring the LSL. This would later be cut and handed to a small crowd of passengers and media people. Piles of timetables and Amtrak buttons were free for the taking.

The equipment for the LSL was backed in on the end of the 2pm train to New York. When the New York train left, shiny new engine 594 was backed up to snack-lounge car 3321 "Molly Pitcher", sleeper 2689 (ex-SP 9011), and coach 5644. While I was in the station eating my slice of cake, Massachusetts Lieutenant Governor "Tip" O'Neill cut the red ribbon at the gate. A drumhead sign was on the rear of the coach, as were two spotlights to be used for the backup move near the Castleton Bridge. The Boston press had mentioned that Greyhound representatives would picket the inaugural, but none materialized.

At 2:30pm, as the TV cameras ground away, passengers started boarding, and quite a few were fellow railfans. An attractive LSL route brochure had been placed on each seat. Right on time at 2:40, we pulled out of the station (see rear cover photo; the LSL is at far right). The crew and brass were very tolerant this day, and we stood by the open rear door as long as we wished.

After leaving Back Bay and my ticket had been taken by a conductor who was lifting tickets for the first time in 7 or 8 years, I wandered thru the train. About 40 passengers were in the coach, 5 roomettes and 2 bedrooms were occupied in the sleeper, and about 19 were sitting and snacking in the "Molly Pitcher."

Framingham came next. Quite a few were out to see the train at stations all along the route. The train never attained real speed because of the track, but the cars rode much better than the RDC's on the old BAY STATE which was ended last February.

At Worcester, east of the old "temple," I noticed an eastbound platform had been paved with asphalt, while the westbound "platform" consisted of dirt and construction materials. We were lagging behind, and almost immediately after stopping, the engineer blew twice on the whistle and the train started. The conductor, Amtrak brass and a last minute passenger scrambled onto the moving train.

Springfield was next, my last stop on this first run. We arrived 10 minutes late, and I was one of the first off. A local TV crew was filming at the door of the sleeper. Almost immediately the engineer began giving highballs on the whistle, and the conductor started shouting "Board, board. All aboard." Within two minutes the train pulled out into the gathering dusk.

--Robert Underwood

When the New York-Chicago section of the train joined the above train, the consist became as follows: engine 594; baggage-dorm 1530; sleepers 2836 and 2689; snack-lounge 3321; diner 8338; coaches 5647, 5645; 7-4-3-1 sleeper 1273 "Pend Oreille River," owned by LakeShore Chapter of NRHS; private observation DC-1000, owned by Bill Kratville (same consist held for return trip of Nov 2, minus private cars).

The first eastbound revenue run on Oct 31, from Chicago, had the following: engine 590; baggage 1532; sleepers 2832 "Keene Valley" & 2834 "Navajo Valley"; coach 5646; diner-lounge 8338; coaches 5648 & 5643.

RTN reporter Bill McDonald was up in the engine of the first run out of Boston, as far as Rochester, where he returned with the first eastbound revenue run. He reports the following times for the trip: lv Boston 2:42pm, Framingham 3:18, Worcester 3:52, Springfield 5:03 & 5:06, Pittsfield 6:25 & 6:32; backup move 7:40-8:45; Albany 10:40; Utica about 12:24am, Syracuse about 1:10, Rochester about 2:45, Buffalo about 4:10am. The train was reportedly one hour late into Chicago. The eastbound on Nov 1 left Buffalo at 4:27am, Rochester 6am, Syracuse 7:38 & 7:44, Utica 8:29 & 8:30, Albany 10:15 & 10:52; backup move completed 11:42am; Pittsfield 12:40pm, Springfield 2:22 & 2:24; Worcester 3:35 & 3:36; Framingham 4:08; Boston arrival 4:45pm.

Bill felt that the most notable aspect of the trip, aside from the enthusiasm of the passengers, was the 5hr, 53min run from Albany to Boston. The "Roger Lewis Shuffle" consumes about 50 minutes, including testing the operation of the backup hose (the air is "dumped"--placed in emergency--before the backup begins). If and when the 11-mile hiatus is restored and modest track work is completed, a 4hr, 45 min running time between Boston and Albany will be possible, Bill believes.

Meanwhile in Cleveland, the first eastbound revenue run arrived at 11:18pm, two minutes early, to find Greyhound and Continental Trailways employees picketing the station. Many passengers were awakened by the noise of a crowd of 300 highly emotional sign-carrying protesters who were shouting "Amtrak is taking our jobs away", and "The government is subsidizing low fares for Amtrak." Most of the demonstrators were orderly, reports Al Mladineo, but about 50 of them charged the train when it stopped, and made it difficult for passengers to get on and off. Some riders complained bitterly. Police were standing by, but used no more force than necessary for crowd control. Al Mladineo, Grass Roots Chairman for Amtrak in Cleveland, pointed out to the media that public transportation policies always place the passenger away from harm, and Greyhound demonstrators failed to adhere to this policy. No one was injured, and the train left 7 minutes late. Saturday's first westbound train arrived one hour late, and only a few pickets were on hand. Passengers talking to newsmen expressed nothing but praise for the LAKE SHORE LIMITED. Cleveland observers say the train appears to be running at full capacity, and reservations are coming in heavily for days ahead. The Cleveland press gave Amtrak good advance coverage, printing schedules and maps showing the station location.

Mixed Train of Thoughts

CONRAIL LEGALLY TOOK over the bankrupt Northeast railroads on Nov 8, since Congress did nothing to halt the move. The Chessie System this month reduced the amount it is willing to pay the USRA for portions of the bankrupt roads it will get under the reorganization plan, to $54.5 million in cash. The USRA accepted the plan..... BROTHERHOOD OF RAILWAY and Airline Clerks, finding this month that REA Express Co. is bankrupt, is forming a corporation to buy up the company and keep it running..... AMTRAK WILL RUN the annual trains from Washington to the Army-Navy football game in Philadelphia on Nov 29. Trains leave DC at 8:15 and 8:25am, arriving at the stadium at 11 and 11:15am. The trains wait adjacent to the stadium and return after the game..... THE RICHMOND, VIRGINIA Amtrak station was dedicated Nov 14, and was to go into operation the following day..... THE RUMOR MILL says that Auto-Train Corporation will change over to sit-down diners, having many complaints about their present buffet-type service..... AMTRAK IS HOPEFUL that the GE electric locomotives can be modified to run at their designed speeds. The units were being tested on the 13th and 14th of this month, with Teflon wear plates added to the truck bolsters, and the engines reportedly hit 95mph without problems.....

* * *

THE ESTABLISHMENT OF an independent Office of Public Counsel to represent the public in proceedings before the ICC was recommended unanimously by NARP's board of directors this month. The ICC recently vot ed to set up such an office itself under the ICC, but NARP decided it should be fully independent, and created by Congress..... DEPARTMENT OF TRANSPORTATION of Pennsylvania has criticized Amtrak for eliminating the North Philadelphia stop of the BROADWAY LIMITED, reports the Harrisburg Patriot-News..... THE NEW YORKER magazine this week (Nov 17) has a railroad theme on its cover. And inside is a description of former Oregon governor Tom McCall receiving an award for his work in preserving the environment. Which leads us to conclude that the state's present governor, Robert Straub, will not follow in his footsteps at the rate he's going. Straub on Nov 3 killed the Oregon plan for more Amtrak service in the Willamette Valley, saying (according to The Oregonian), "It will be a flop and a waste of money." The paper said he "prefers buses" in the Valley. One wonders how much railroad influence might have been brought to bear on him.....

* * *

REVISED FLORIDA TRAIN schedules for winter will be announced later in November, Amtrak said last week, and will take effect Dec 12. Daily service by the NORTH COAST HIAWATHA for the Dec 12-Jan 12 period has been announced, but the train will not run daily during Thanksgiving week, unlike last year. Northwest rail groups pushing for daily year-round operation of the NCH have been told it's not possible because of equipment shortages. Critics say, however, that equipment is shortest during holiday peaks, when Amtrak does manage a daily operation..... DOUBLE-HEADED STEAM excursion will run on the CRR of NJ and NY & LBRR, Raritan, NJ to Bay Head Junction, NJ and return Dec 6 (and the 7th if demand is heavy). Tickets are $19.95, with a Nov 21 deadline, from Mainline Steam Foundation, Inc., Box 231, Convent Station, NJ 07961..... A SCOTLAND TRAIN accident killed a woman and injured 33, when a stalled express train was struck in the rear by a locomotive, near Arbroath on Oct 27..... A GERMAN CORRESPONDENT informs us that the Deutsche Bundesbahn will cut back its rail network by about one-half during coming years, because of economic problems. The Nov 6 announcement said that the new network will total 9030 miles. But the conservative party spokesman on transportation, Dieter Schulte, called the shrinkage plan of the DB leadership "unrealistic." The present DB system is comprehensive and well-balanced in terms of local-feeder service, express service of two classes, and the super express services designated IC and TEE. The

fear is that local and feeder services will suffer greatly, encouraging automobile use, isolating the members of the widely dispersed population who do not drive, and reducing trunk line patronage that originates in the feeder-local services..... THE FIRST AMTRAK Mardi Gras Fun Train to operate between Chicago and New Orleans in five years will run from Chicago Feb 27, returning March 4. American Rail Tours is sponsoring the special train..... AMTRAK REPORTS THAT it has now added a dome car to the ADIRONDACK for the Albany-Montreal portion of the route..... SOUTHERN RAILWAY SYSTEM will accept Amtrak's new USARAIL pass, effective Nov 1. The pass was recently introduced for visitors from abroad. Amtrak said that over $6 million in pass tickets have been requested so far..... AMTRAK HAS ADDED a baggage-lounge car to the ARROWHEAD. The baggage area can carry skis for skiers headed for Spirit Mountain. The lounge area has 9 counter stools and 23 lounge seats. When stops at Sandstone and Cambridge were added Oct 26, patronage of the train reportedly shot up..... RAILROAD SHOP UNIONS have not yet reached an agreement with the railroads, and a strike could be called Nov 18, the date being set back a week while talks are in progress..... REPORT FROM GERMANY says that seven specialcars formerly used only for VIP's are now available for chartering for groups from the German Railways. The cars have privatesuites with shower and bath and kitchens, telephones, etc., and are billed as perhaps the most luxurious railroad cars in the world..... OHIO LAWMAKERS CONTINUE to pressure Amtrak for a daytime train on the BROADWAY LIMITED route. On Nov 8 it was announced that Sen. Robert Taft and 3 U.S. Representatives had sent a second letter to Paul Reistrup asking for a full report on plans for the train and a timetable for building a new station in Canton, OH..... WE FINALLY LEARNED what ASEA, the designation of the Swedish builder who will supply Amtrak with a demonstration electric locomotive (see last issue), stands for: it's Allmanna Svenska Elektriska AB, an electric corporation..... SORRY WE MISSPELLED the name of the CARIBOO DAYLINER as "Caribou" in our last issue. Reader Roger Hooson says the B.C. Railway owns 3 rather than 4 RDC-3's, as we stated..... A RUMOR SAYS that the new P30 diesel engines being built for Amtrak by GE are too heavy for the bridges in Connecticut, and that some will be sent to Chicago to exchange with diesel-generator-equipped E units there. It's also believed that if Amtrak can't get the GE electrics to run fast enough, they may offer them to ConRail for freight use.....

* * *

A TRAIN RIDER, Bette Brabec of New York, wrote to the New York Times (Nov 16) as follows: "Looking out the train window on a recent journey, I realized that trains offer a perfect place for a meditation experience. Looking out the train window is not only pleasurable, but therapeutic. However, I prefer it with untinted windows and I hope sensitive people will demand their return along with the return of the incandescent light. While I'm wishing, a return to the traditional design and sound (clickety-clack) would further enhance the therapeutic experience." Did Lexan get to her too? Our favorite train windows are those on BART--big and clear with just enough neutral tint to cut down sun glare without affecting viewing..... HOUSE-SENATE COMMITTEE on Nov 4 approved $3.5 in aid for the Port of Seattle to convert Seattle's Union Station into a multiple-use transportation center..... PRESIDENT FORD SIGNED a bill on Nov 14 that will extend domestic oil price controls for 30 days beyond Nov 15, while Congress and the White House work on longer-term energy controls..... AMTRAK'S MARKETING HEAD, Alfred A. Michaud, announced this month that the marketing department has been restructured into 6 major functions: facilities, services, ticketing & reservations; sales; marketing services; administration; pricing; and marketing research..... AMTRAK NOTED THAT the EMPIRE STATE EXPRESS extension to Detroit is one year old as of Oct 31. It has shown constant ridership growth, and as of Oct 26 it began stops at Windsor, Fort Erie and St. Thomas in Ontario, Canada..... OUR THANKS TO the following for the LAKE SHORE coverage in this issue: Peter Roehm, Jack Ferry, Al Mladineo, Bill McDonald, Robert Underwood, Thomas Healey, Timothy Colbert, and Richard Palmer..... CALIFORNIA WESTERN RAILROAD, the SKUNK line, celebrated its 90th birthday in October.....

CARS & CONSISTS

*NATIONAL LIMITED, train 30 at Pittsburgh, Nov 8: engines 599, 457 (E9B); baggage 1190; sleepers 2603 "Pacific Bend" (LA-NY thru car) & 2796 "Union County"; diner 8088 "Tarboro"; coaches 5413, 5674, 5238.

*BROADWAY LIMITED, train 41 at Pittsburgh, Nov 11: engines 598, 589; baggage 1169, 1054, 1196; coach 5264; slumbercoaches 2004, 2028 "Loch Tarbot"; coaches 5253, 5268; lounge 3403; twin-unit diner 8800-8801; sleeper-lounge-observation 3252 "Metcalf"; sleepers 2239 "Elberton", 2554 "Golden Triangle", 2560 "Wrigley Field."

*BROADWAY LIMITED, train 41 at Harrisburg, Nov 3: GG1 engine 925; baggage 1067; slumbercoach 2024 "Loch Sloy"; coaches 5273, 5258, 5267; bar lounge 3404; twin unit diner 8806-8807; buffet lounge sleeper 3213 "Nutmeg State"; 8-2 sleeper 2382 ; 8-6 sleeper 2555 "Steel City" (ex-"Buffalo Bayou"). Train 441 from Washington, same date: GG1 engine 907; baggage 1047; coaches 5265, 5405; slumbercoach 2002; diner tavern 8332; 8-6 sleeper 2561 "Lincoln Park" (ex-"Golden Tower"). Train 41 leaving Harrisburg, same date: engines 600, 598; cars 1067, 1047, 5265, 5405, 2002, 2024, 5273, 5258, 5267, 3404, 8806, 8807, 3213, 2382, 2555, 2561. (Car 8332 remained in Harrisburg to be used exclusively between there and Washington.)

*SAN FRANCISCO ZEPHYR, train 5, at Omaha, Oct 6: engines 628, 585; cars 1189, 1166, 1421, 4827, 4825, 9454, 9380, 8151, 2630, 2660 (no diner on train).

*FLORIDIAN, train 53 at Birmingham, Nov 9: engines 543, 547; mail cars 1068, 1076, 1193; coaches 4423, 5461; tavern-observation 3343 (running backwards); sleepers 2310 "Boca Grande" & 2814 "Altahama River"; diner 8080; dome coach 9544; coach 5462 deadheading; baggage-dorm 1427.

*LAKE SHORE LIMITED, train 48 at Elyria, OH, Nov 1: engine 593; bag-dorm 1516; sleeper 2830 "Klamath Valley", & 2831 "Lebanon Valley"; coach 5654; diner 8337; coaches 5657, 5653.

*LONE STAR, Dallas section, train 461, Oct 17: engine 438; cars 9915, 2712 "Pine Brook." LONE STAR, train 16, at Ft. Worth Oct 17: engines 521, 502; cars 1039, 2719 "Pine Gem", 8040, 3391, 4870, 9919, 9948, 9915, 2712 "Pine Brook." (Last two cars added at Ft. Worth by Santa Fe station switcher 2056.)

*LONE STAR, train 15, at Ft. Worth Oct 20: engines 518, 520; cars same as above except 9947 instead of 9948. Same cars off onto Dallas section, train 460, using engine 433.

*COAST STARLIGHT, train 11 at San Jose Nov 3: engines 558, 559; baggage 1065, bag-dorm 1510; coaches 4519, 4482, 4531, 4411, 4859, 4858; lounge 3351; diner 8033; sleepers 2728 "Pine Peak" & 2625 "Pacific Park."

Urban-Suburban Transit

WHEN BART FARES went up Nov 3, ridership fell off an average of 2.9%. Riders from Daly City left in the largest numbers--10% of them. BART is working out a settlement of its $238 million lawsuit against Rohr and its other suppliers, in which they would help debug the equipment and pay damages..... SINCE THE RTA took over in Cleveland, transit ridership has climbed 18%. The RTA inaugurated a downtown loop bus service to the Amtrak Lakefront Station..... NEW COMMUTER SERVICE L.A.-San Diego was to start Jan 26, but is now delayed till March or April because of delays in refurbishing cars. Hoover Industries of Miami is working on 8 cars--5 coaches, 2 lounges, and ex-CZ dome lounge "Silver Planet"..... RAMPAGING TEENAGE RIDERS are creating havoc on the San Francisco Muni system. City leaders are debating how to stop the muggings and rioting on buses following school football games--2 such incidents this month. Citizens are frightened and won't identify culprits for fear of retaliation..... BOSTON AND MAINE may cancel trains from North Station after rock concerts at Boston Garden because of vandalism and assaults from young patrons..... A SUBWAY CRASH in September that injured 133 in Boston has been blamed on employees including drivers who allegedly disobeyed speed limits..... NEW YORK TIMES analyzed subway ridership in New York and found that 15 of 65 Manhattan stations had drops in patronage of over 33% in the last ten years, reflecting changes in neighborhoods.....

PAUL REISTRUP'S PRESS CONFERENCE

A summary of topics covered by Amtrak's president in his conference on the LAKE SHORE LIMITED inaugural run, as recounted by Peter Roehm

*MISSING TRACK. No specific plans; has legal and historical background material in briefcase to be studied and sorted out, but saving of 45mins at a $4-5 million cost in 1975 dollars that is not even in the Final System Plan for Con-Rail nor even a yet proven service is not presently justified.

*DOME CARS. No present plans; some design thoughts with a preliminary decision about 6 months away and actual delivery in late 1978 or early 1979. First comes basic transportation equipment, then the amenities. Cars could be bi-level with wrap-around windows.

*E-60'S. No comment at time (Oct 28) as Board meeting next day would be making decision on acceptance or rejection as the tests had been completed and all of the data were in. Amtrak did reject the units pending GE's ability to have them operate suitably at 85mph and better; and will test a Swedish electric beginning next summer for one year (see last issue). EMD has the license on the foreign units and Amtrak says it can get thru 1976 without new electrics. Amtrak requires 50-60 GG-1's for daily use.

*COLEMAN STATEMENT ON CORRIDOR UPGRADING FUNDS. Not at all inconsistent with Reistrup's thinking--should walk first, then run; 125mph to begin with and if it looks like 150mph or better is justified, then move into that. New Haven-Boston electrification the first step, then maybe the faster speeds.

*CORRIDOR COSTS. Has 6 full time finance and cost people at work on the cost of upgrading the Colonial Corridor along with ongoing maintenance, equipment, and operation expenses and who shouldbe paying for them.

*TRAINS. Last time on the BROADWAY LIMITED there were 120 in sleepers and 500 elsewhere. BROADWAY being upgraded; trains average 150 patrons, but 300 are needed daily per train to support cost of operation. Pittsburgh could support another train with more convenient arrival and departure times; also a Pittsburgh-Cleveland connector.

*RR RELATIONSHIPS. Reistrup was put on the spot here; claimed they were very good with PC, Chessie, and SCL. As for the Western roads, he ducked the issue, claiming that he did want to avoid any specifics. Pressed further on SP's anti-dome policy, he ducked out altogether.

*ROCK ISLAND. Decision due later in year with no specific time involved; asked by Illinois under 403-B; Peoria service will be dropped at time of take-over, as the 30mph and below slow orders make the line invalid as passenger route.

*SLUMBERCOACHES. Only 2/3 of the present fleet are in operating condition at any one time for daily service; first bi-level economy sleeper is due in 1977, but none yet for the LAKE SHORE LIMITED (where question was first raised). Amfleet-style sleepers with a capacity of 32 to 36 are in the final design stages; presently nothing other than regular sleeping cars for the LAKE SHORE.

REISTRUP'S PET PEEVES. 1) Running out of food.
2) All areas of poor passenger handling.
3) Knowingly putting bad cars on trains for service.

QUOTES OF THE WEEK***

"'That is all very good,' Miller said, 'but the decision on the (Interstate-70) highway will be made by the new director of the Highway Department the Highway Department and the Highway Department and the Highway Commission. Only the Secretary of Transportation can overrule them.'"

--The Sage-Reminder, Glenwood Springs, CO, Oct 14.

(What chance has the Secretary against all those highwaymen?)

A READER ADVERTISED two issues ago in our Express Ads asking for information on Amtrak engine 404. Reader Art Gibson sent him the information he wanted. The elusive diesel was seen on train 21, the INTER-AMERICAN, at Cleburne, Texas on Oct 18. The consist that day was: engines 424 & 404 (being taken off); engines 433, 405 & 414 (being put on); cars 4842, 4425, 8321, 2680, and 1412.....

A STRANGE SITUATION--"so absurd as to be almost humorous"--regarding Amtrak reservations is reported by reader Donald Yaeger of St. Louis. He wanted to reserve a bedroom from St. Louis to Hutchinson, KS, but the computer printout showed no space available for a Tuesday in October. Several hours later, he tried the toll-free Chicago number and was told by a young lady that "the train doesn't run on that day; I think it's bi-weekly." He persisted and said he lives near the tracks and indeed knows the NATIONAL LIMITED is a daily train. There was a lengthy pause and she returned to the phone with a reservation number--on the same car shown as full a little earlier. When he picked up his ticket at St. Louis Union Station, he found he'd been set up for a bedroom to Huntington, PA, going the wrong direction. He finally got his reservation one day before his trip began.....

SEVERAL READERS POINTED out our error on page 16 of last issue: of course when it's 4:55am in Ogden, and the SFZ is arriving, it's 3:55 Pacific time. Still better than the 3:55am (2:55 Pacific time) the train formerly got in. (We're not usually confused by time changes, such as Standard to Daylight; you just remember "spring back, fall forward"--right?). Speaking of Daylight time, it won't commence again until the end of April unless Congress passes the DOT-supported bill to start it at the end of next February, continuing the energy-saving experiment begun earlier.....

READY NOV. 22

RTN's first Rail Travel Yearbook (1975) is scheduled to be published Nov 22. Mailing will begin on that date. The Yearbook is $3.50 per copy postpaid (California buyers add tax of 21¢ per copy, 23¢ in BART counties). See last issue for further description.

Send your name and address along with remittance to:

MESSAGE MEDIA
P.O. BOX 9007
BERKELEY CA 94709

If you like RTN, you'll like our new Yearbook.

RTN'S

RAIL TRAVEL YEARBOOK

1975

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DRAWING ROOMS ON AMTRAK! It's possible, on occasion, to travel in drawing room luxury at bedroom prices. For full information, contact "the train people" at GREAT WESTERN TOURS, Sheraton-Palace Hotel, 9th Floor, San Francisco 94105, or call us at (415) 398-2994. And of course moneysaving "family plan" applies!

LUXURIOUS open-platform lounge-observation car available to groups of 25 for Oakland/Reno fun trips. R/T cost for group of 25 - $59 each. LA CONDESA, 969 Santa Ysabel, Baywood Park, CA 93402. Phone (805) 528-1002 6-11 p.m.

WANTED: PRR Shenango Mountain Laurel china. All types. Also PRR silverplate. William L. Staiger, 4160-A King George Drive, Harrisburg PA 17109.

THREE RAILFAN FUN-TRAINS--YOU'RE INVITED: #1 MEXICO (Jan 17-Feb 2) Mexico City, Veracruz (streetcars), Oaxaca, Puebla, Trip of Thousand Wonders. #2 WINTER SNOW (Feb 16-Mar 6) 9341 miles, Moffat Tunnel, Donner Pass, Rogers Pass, Cross Canada in Winter, Montreal, Adirondack, New York City, Bicentennial Philadelphia. #3 MEXICO (Mar 20-Apr 4) Acapulco, Taxco, Guadalajara, Copper Canyon Rail trip. Write for details: MIDWEST TRAVEL, 2936-R Bella Vista, Midwest City OK 73110.

1976 CHESAPEAKE & OHIO Calendar. Thirteen excellent steam and diesel photos from C&O's past and present; passenger and freight. Excellent reproduction on glossy stock. 11"x15" overall, 8½"x11" photos. $3.00; add 50¢ if First Class shipment desired. C&O Historical Newsletter, DEPT. DA, 6816 Fait Ave., Baltimore, MD 21224.

FOR THE KIDS FOR CHRISTMAS -- 28 page storybook to color. "STEAMY" is a locomotive on the Cumbres & Toltec Scenic Railroad. His adventures on the ex-D&RGW narrow gauge will give youngsters a feel for Rocky Mountain railroading as it was. $1.75. Dave Ulmer, 1407 Holmes Drive, Colorado Springs, CO 80909.

Let the busboys know exactly what you think of their anti-Amtrak ads. Write National Association of Motor Bus Owners, 1025 Connecticut Ave., N.W., Washington DC 20036. Use certified, return-receipt-requested mail for best results. Or call 202-293-5890. Also write your senator or congressman.

We'll be there if you will! The Kansas City Railroad Museum will be open throughout the Winter from 1-5pm Sat & Sun. Psgr & frt cars. Gift shop. 3rd & Broadway.

RAILROAD MAPS--FREE!! (almost). Almost every state issues an "official" highway map for tourist use. Many (31 at last count) also include detailed rail routes for the entire state. My list supplies you with the address of every state's Tourism Department; they send you maps just for the asking. A postcard request will do. Hurry! Act now and save--US postcards cost you only 7¢ each until Dec 27! Send SASE and $1 to Paul Halbach; 1014 Laguna Ave., Los Angeles CA 90026.

IRON HORSES OF THE SANTA FE TRAIL-Worley now back on the tracks. Second edition scheduled to arrive on or about Jan 1. Reserve your copy now, limited edition. Pay on publication $34.50 plus $1.50 shipping and handling. Send SASE and you will be notified when it comes off the press. The Switchman's Corner, 7226 Wentwood Drive, Dallas, Texas 75225.

WANTED: Official Railroad Guides of early '40s, '50s, '60s. J. A. Jackson, P.O. Box 675, N. Eastham, MA 02651.

ATTENTION ADVERTISERS

Don't miss out--be sure your ad appears in RTN's Big Special Fifth Anniversary Issue (1st Dec Issue) to be published Dec 15! No increase in rates for this special issue, but to be assured of space, please place your order before Dec 1. ADVERTISING RATES: Express Ads: 50¢ per line of 80 spaces. Display Ads: (camera-ready copy; small extra fee for setting up non-camera ready material) $25 per page (5x8), half page $12.50, quarter page $6.25. Rear cover, when available, $25 for 5x6 space. RAIL TRAVEL NEWS, Ad Dept., PO Box 9007, Berkeley CA 94709.